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BUREAU OF LAND MANAGEMENT
CASE NO. U-45957

ROCKY MOUNTAIN PIPELINE PROJECT

ENVIRONMENTAL IMPACT STATEMENT

TECHNICAL REPORT FOR TRANSPORTATION NETWORKS

KY MOUNTAIN PIPELINE COMPANY

JULY 1981

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TRANSPORTATION NETWORKS

TECHNICAL REPORT

Rocky Mountain Pipeline Project

Environmental Impact Statement

July 1981

Department of the Interior

Bureau of Land Management

Office of Special Projects

Acknowledgement

The report was prepared in support of the Rocky Mountain Pipeline Project draft EIS by George E. Detsis, Environmental Protection Specialist, Bureau of Land Management.

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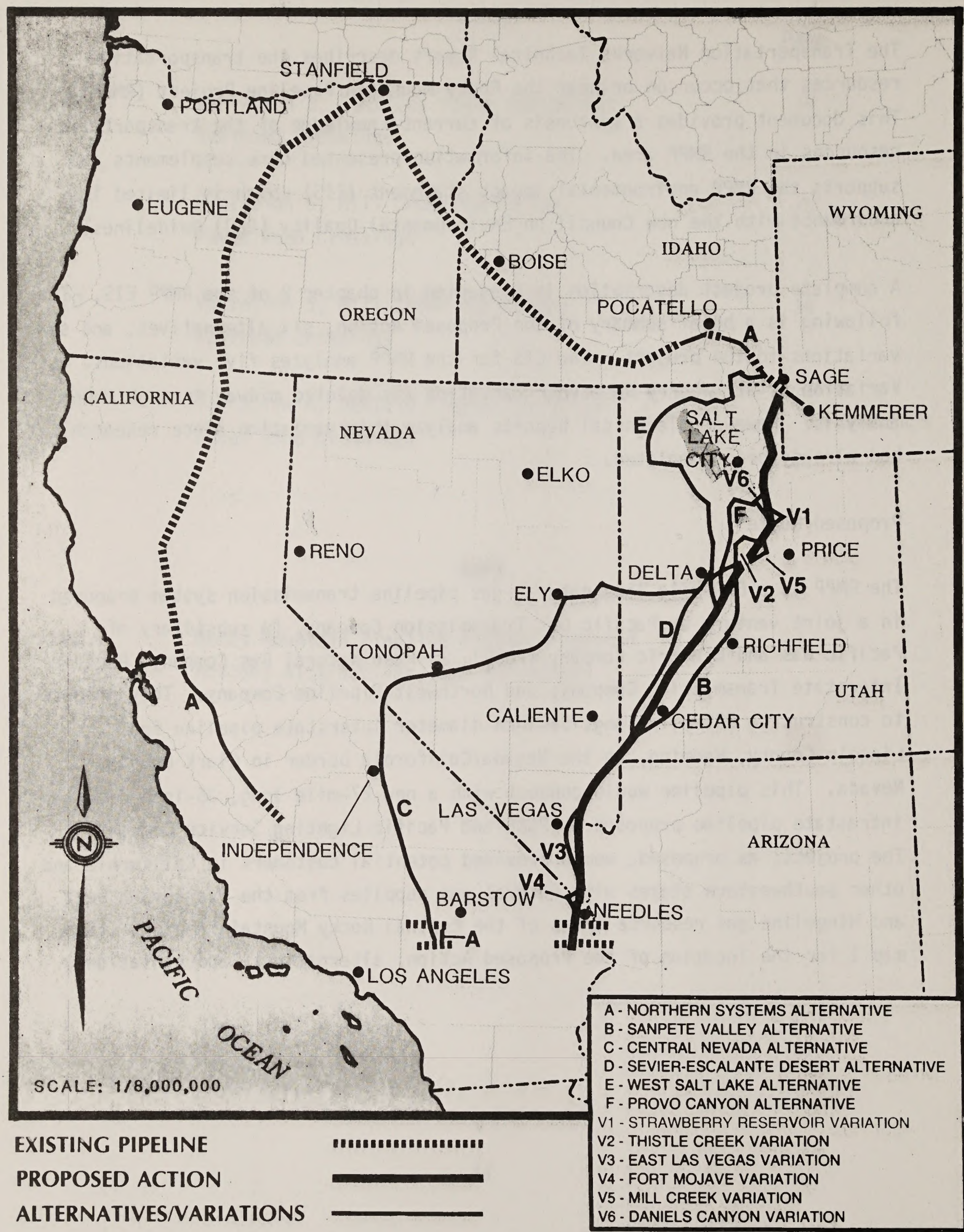
Description of the Study Area

The Transportation Networks Technical Report describes the transportation resources that occur on or near the Rocky Mountain Pipeline Project (RMPP). This document provides a synthesis of current knowledge of the transportation resources in the RMPP area. The information presented here supplements and supports the RMPP environmental impact statement (EIS) which is limited in accordance with the new Council on Environmental Quality (CEQ) guidelines.

A complete project description is presented in chapter 2 of the RMPP EIS. The following is a brief summary of the Proposed Action, six alternatives, and six variations to the project. The EIS for the RMPP analyzes five variations, as Variation 1, Strawberry Reservoir Variation was deleted midway through the analysis. However, Technical Reports analyze this variation since research had already been completed.

Proposed Route

The RMPP is a 610-mile long natural gas pipeline transmission system proposed in a joint venture by Pacific Gas Transmission Company, (a subsidiary of Pacific Gas and Electric Company (PG&E), El Paso Natural Gas Company, Pacific Interstate Transmission Company, and Northwest Pipeline Company. They propose to construct a 583-mile long, 36-inch diameter interstate pipeline from Lincoln County, Wyoming, to the Nevada/California border in Clark County, Nevada. This pipeline would connect with a new 27-mile long, 36-inch diameter intrastate pipeline proposed by PG&E and Pacific Lighting Service Company. The project, as proposed, would provided potential customers in California and other southwestern states with natural gas supplies from the Overthrust Belt and Hingeline gas resource areas of the central Rocky Mountain region. (See map 1 for the location of the Proposed Action, alternatives, and variations).



MAP 1 ROCKY MOUNTAIN PIPELINE PROJECT
PROPOSED ACTION, ALTERNATIVES, AND VARIATIONS

In addition to the pipeline, other components of the Proposed Action would include a compressor station, 2 meter stations, 5 maintenance bases, approximately 34 block valves and 15 cathodic protection stations and a communication system.

Alternatives

Alternative A, the Northern Systems Alternative, would use portions of existing pipeline systems to transport the gas a total of 1,604 miles from Wyoming, through Idaho and Oregon to markets in California. This alternative would require construction of a minimum of 76.8 miles of new pipeline which would be looped (tied) along the existing Northwest pipeline in Idaho total of 255 miles of new pipeline. This alternative is contingent on the prebuilding (construction ahead of planned schedule of a 380-mile long segment of the Western Leg of the Alaska Natural Gas Transportation System south from Stanfield, Oregon. A new compress station would be built at Stanfield, Oregon as part of this alternative.

Alternative B, the Sanpete Valley Alternative, would transport natural gas approximately 630 miles from Wyoming of California. The pipeline route required by this alternative would be the same as that of the Proposed Action except beween Proposed Action milepost 175 and 257 in Utah. Here, the alternative route would pass through Sanpete Valley to the east instead of through Juab Valley.

Alternative C, the Central Nevada Alternative, would transport natural gas approximately 862 miles from Wyoming to San Bernardino County, California. The pipeline route require by this alternative would be the same as the Proposed Action up to Proposed Action milepost 195, south of Nephi, Utah. From the point, the alternative route generally follows existing highway corridors and proceeds through Utah, central Nevada through Ely and Tonopah, and south through the Owens Valley in California. This alternative would require the same types of facilities as the Proposed Action. Construction techniques would be the same, except that construction camps would be required.

Alternative D, the Sevier-Escalante Desert Alternative, would transport natural gas approximately 622 miles from Wyoming to California. The pipeline route required by this alternative would follow the same route as the Proposed Action up to Proposed Action milepost 195 south of Nephi, Utah. From the point, it would follow existing or proposed utility corridors along the Sevier River to the west of the Proposed Action. This alternative would rejoin the Proposed Action at milepost 366 north of Newcastle, Utah. The facilities would be simlar to those for the Proposed Action.

Alternative E, the West Salt Lake Alternative, would transport natural gas approximately 747 miles from Wyoming to California. The pipeline route required by this alternative would follow the existing Northwest pipeline in Wyoming to Alternative A milepost 48 in Idaho. It would then depart from this right-of-way, crossing the salt flats west of the Great Salt Lake, and connect with the Proposed Action route at milepost 363 near Fillmore, Utah. Construction through the salt flats would require different construction techniques than those for the Proposed Action, such as construction of a raised road for vehicle use. It would require two compressor stations. The pipeline would have to be protected from the corrosive action of the salts. The other facilities required would be similar to those for the Proposed Action.

Alternative F, the Provo Canyon Alternative, would transport natural gas approximately 619 miles from Wyoming to California. The pipeline route required by this alternative would follow the same route as the Proposed Action except from milepost 180 to 214 in Utah. Here, it would pass through Provo Canyon to the west. The facilities required would be similar to those for the Proposed Action.

Variations

The six variations studied are short pipeline segments that would replace portions of the Proposed Action. Variation 1, Strawberry Reservoir, would pass east of the reservoir and the Proposed Action. Variation 2, Thistle Creek would traverse Spanish Fork Canyon to the east of the Proposed Action. Variation 3, East Las Vegas would pass to the west of the Frenchman Mountains and the Proposed Action. Variation 4, Fort Mojave would pass west of the Fort Mojave Indian Reservation. Variation 5, Mill Creek would pass east of the Proposed Action. Variation 6, Daniels Canyon would pass through Daniels Canyons near Heber City, Utah.

TRANSPORTATION NETWORKS

This technical report explores the various transportation networks that would be affected by the proposed Rocky Mountain Pipeline Project (RMPP). Examples of the networks that will be analyzed in this report are paved roadways, railroads, pipelines, and power transmission line crossings.

METHODOLOGY

To determine which paved roadways and railroad lines would be traversed by the proposed RMPP, a review of several map sources was conducted. The Need for a National System of Transportation and Utility Corridors, prepared by the U.S. Department of the Interior (July 1, 1975), was used to identify other pipelines and power transmission lines that would be crossed by the proposed RMPP routes.

To determine whether the proposed RMPP would have any significant adverse impacts on paved roadways, railroads, pipelines, and/or power transmission line systems during the construction and operation phases, telephone conversations with the Federal Energy Regulatory Commission (FERC), U.S. Forest Service (FS), and Nevada and Utah State Highway and Transportation Department officials were made Major long term disruptions (more than 1 hour) in the normal movement of persons or substances along these transportation networks were analyzed for significant impacts. Short term disruptions (less than 1 hour) were also analyzed for minor, insignificant impacts.

AFFECTED ENVIRONMENT

Proposed Action

The Rocky Mountain Pipeline Corporation (RMPC) would bore under paved roads and railroads in order to set the pipeline. Dirt or gravel roads would likely be trenched, rather than bored.

A minimum of 39 paved roads and 10 railroad rights-of-way would be bored under by the 610.18-mile long Proposed Action (see tables 1 and 2 for locations). Several other paved roadways (particularly near communities) would likely be crossed, but could not be determined, due to the scale of maps used in this inventory (1:250,000). Of the 39 paved roadways that would be traversed by the Proposed Action, three interstate highways would be crossed; I-80 in Utah, I-15 in Nevada, and I-40 in California. U.S. Highway 91 in Utah, which also is a part of I-15 between Scipio and Nephi, Utah, would be bored under three times within a 23-mile long segment between mileposts 198 and 221.

The mainline track of the Union Pacific Railroad would be crossed six times; the Denver and Rio Grande Western Railroad would be crossed twice; the Atchison, Topeka, and Santa Fe once; and a privately owned railroad line spur near Las Vegas would be crossed once.

A total of seven known pipeline systems transporting either crude oil, natural gas, or products, would be crossed by the RMPP. Four of these pipeline crossings are within the first 60-miles of the proposed route.

Fifteen known electrical power transmission systems would be crossed, with the majority of these systems located in central Utah and the Las Vegas-Henderson areas.

The Fifth Water (Strawberry Water Tunnel) underground water pipeline in central Utah would be crossed. The proposed Rays Valley-Syar Water Pipeline, extending from Strawberry Reservoir to Rays Valley, would also be crossed by the Proposed Action.

TABLE 1

PROPOSED ACTION: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
9	State Highway 16	Sage Creek Junction	Utah
18	State Highway 16	Randolph	Utah
28	State Highway 39	Woldruff	Utah
50	Interstate 80	Wahsatch	Utah
68	State Highway 133	Wahsatch	Utah
97	U.S. Highway 189	Peoa	Utah
101	County Road	Peoa	Utah
105	State Highway 34	Francis	Utah
107	U.S. Highway 189	Francis	Utah
108	State Highway 241	Francis	Utah
131	U.S. Highway 40	Provo	Utah
156	U.S. Highway 6 and 50	Mill Fork	Utah
173	U.S. Highway 89	Hilltop Station	Utah
187	State Highway 132	Nephi	Utah
191	State Highway 132	Nephi	Utah
192	State Highway 132	Nephi	Utah
198	U.S. Highway 91	Nephi	Utah
213	County Road	Mills	Utah
217	Interstate 15	Mills	Utah
221	Interstate 15	Yuba Dam	Utah
243	County Road & State Highway 26	Holden	Utah
253	State Highway 110	Fillmore	Utah
309	State Highway 21	Millford	Utah
311	County Road	Millford	Utah
342	State Highway 19	Lund	Utah
366	State Highway 56	Newcastle	Utah
369	County Road	Newcastle	Utah
383	State Highway 18	Enterprise	Utah
459	Interstate 15	Glendale	Nevada
460	County Road	Glendale	Nevada

1/ Rounded to the nearest mile.

TABLE 1 (cont'd)

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
476	State Highway 40	Crystal	Nevada
491	County Road	Las Vegas	Nevada
498	State Highway 41	Las Vegas	Nevada
508	State Highway 41	Henderson	Nevada
515	U.S. Highway 95 and 93	Boulder City	Nevada
523	U.S. Highway 95	Boulder City	Nevada
574	State Highway 77	Searchlight	Nevada
598	Interstate 40	Needles	California
609	U.S. Highway 95	Needles	California

1/ Rounded to the nearest mile.

TABLE 2

PROPOSED ACTION: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
50	Union Pacific	Wasatch	Utah
157	Denver and Rio Grande Western	Mill Fork	Utah
176	Denver and Rio Grande Western	Hilltop Station	Utah
210	Union Pacific	Mills	Utah
214	Union Pacific	Mills	Utah
346	Union Pacific	Lund	Utah
459	Union Pacific	Glendale	Nevada
491	Private Spur	Las Vegas	Nevada
517	Union Pacific	Boulder City	Nevada
599	Atchison, Topeka, and Santa Fe	Needles	California

1/ Rounded to the nearest mile.

Alternative A, Northern Systems Alternative

Best Case

The Proposed Action route would bore under a minimum of 6 main roads, and 2 railroad rights-of-way for a best-case determination (see tables 3 and 4 for locations). These crossings include: one within the Kemmerer Loop, two within the Soda Springs Loop, and three within the Pocatello Loop. No paved roads would be crossed within the Pegram Loop.

Of the two railroad rights-of-way that would be crossed, the Union Pacific mainline track would be crossed twice.

The Kemmerer, Pegram, Soda Springs and Pocatello Loops would follow the existing Northwest Pipeline Corporation's (Northwest) corridor.

No other known pipeline systems or electrical power transportation systems would be crossed by the four loops that comprise the best case Northern Systems Alternative.

TABLE 3

ALTERNATIVE A, NORTHERN SYSTEMS ALTERNATIVE: PAVED ROAD CROSSINGS

Best Case

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
KEMMERER LOOP			
A-10	U.S. Highway 30N	Sage	Wyoming
SODA SPRINGS LOOP			
A-70	U.S. Highway 30N	Soda Springs	Idaho
A-84	State Highway 34	Alexander	Idaho
POCATELLO LOOP			
A-152	State Highway 37	Neeley	Idaho
A-165	U.S. Highway 30N	Barkdull Ranch	Idaho
A-166	U.S. Highway 30N	Barkdull Ranch	Idaho

1/ Rounded to the nearest mile.

TABLE 4

ALTERNATIVE A, NORTHERN SYSTEMS ALTERNATIVE: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
KEMMERER LOOP			
A-77	Union Pacific	Soda Springs	Idaho
A-84	Union Pacific	Soda Springs	Idaho

1/ Rounded to the nearest mile.

Worst Case

The Proposed Action route would bore under a minimum of 11 main roads, and 5 railroad rights-of-way for a worst-case determination (see tables 5 and 6 for locations). These crossings include: two within the Kemmerer Loop, three within the Soda Springs Loop, and five within the Brentwood-Panoche Junction segment. No paved roads would be crossed within the Pegram Loop nor the Southern California (SoCal)-Pacific Gas and Electric (PG&E) Connection. Interstate 5 in California, would be crossed twice within the Brentwood-Panoche Junction segment.

Of the two railroad rights-of-way that would be crossed, the Union Pacific mainline track would be crossed twice and the combined Union Pacific/Atchison, Topeka, and Sante Fe Railroads would be crossed three times within the Kemmerer Loop.

The Kemmerer, Pegram, Soda Springs and Pocatello Loops would follow the existing Northwest Pipeline Corporation's (Northwest) corridor. The Brentwood-Panoche Junction segment would basically parallel the Interstate 5 transportation corridor.

No other known pipeline systems or electrical power transportation systems would be crossed by either of the six loops or segments that comprise the Northern Systems Alternative.

TABLE 5

ALTERNATIVE A, NORTHERN SYSTEMS ALTERNATIVE: PAVED ROAD CROSSINGS

Worst Case

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
KEMMERER LOOP			
A-10	U.S. Highway 30N	Sage	Wyoming
SODA SPRINGS LOOP			
A-70	U.S. Highway 30N	Soda Springs	Idaho
A-84	State Highway 34	Alexander	Idaho
POCATELLO LOOP			
A-152	State Highway 37	Neeley	Idaho
A-165	U.S. Highway 30N	Barkdull Ranch	Idaho
A-166	U.S. Highway 30N	Barkdull Ranch	Idaho
BRENTWOOD-PANOCHE JUNCTION LOOP			
A-16	U.S. Highway 50	Tracy	California
A-18	Interstate 5	Tracy	California
A-72	State Highway 33	Los Banos	California
A-76	State Highway 152	Los Banos	California
A-108	Interstate 5	Panoche Junction	California

1/ Rounded to the nearest mile.

TABLE 6

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
KEMMERER LOOP			
A-77	Union Pacific	Soda Springs	Idaho
A-84	Union Pacific	Soda Springs	Idaho
SoCal-PG&E Connection			
A-12	Union Pacific/Atchison, Topeka, and Santa Fe	Hodge	California
A-28	Union Pacific/Atchison, Topeka, and Santa Fe	Victorville	California
A-29	Union Pacific/Atchison, Topeka, and Santa Fe	Victorville	California

1/ Rounded to the nearest mile.

Alternative B, Sanpete Valley Alternative

This alternative pipeline route would cross under a minimum of 18 paved roads and 6 railroad rights-of-way. U.S. Highway 89 would be crossed eight times between mileposts 5 and 111. Within one 11-mile stretch (between mileposts 100 to 111), U.S. Highway 89 is crossed three times. No interstate highways would be crossed (see table 7 for locations).

Five of the six railroad rights-of-way that would be crossed, occur on the mainline track of the Denver and Rio Grande Western Railroads. The Union Pacific Railroad mainline track would also be crossed (see table 8).

No other known pipeline systems or electrical power transmission lines would be crossed by this alternative route.

TABLE 7

ALTERNATIVE B, SANPETE VALLEY ALTERNATIVE: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
B-5	U.S. Highway 89	Fairview	Utah
B-15	U.S. Highway 89	Mountain Pleasant	Utah
B-17	State Highway 116	Mountain Pleasant	Utah
B-21	State Highway 117	Spring City	Utah
B-25	State Highway 137	Ephrain	Utah
B-45	U.S. Highway 89	Gunnison	Utah
B-46	State Highway 137	Gunnison	Utah
B-60	U.S. Highway 89	Saline	Utah
B-81	U.S. Highway 89	Richfield	Utah
B-82	State Highway 258	Richfield	Utah
B-94	State Highway 118	Joseph	Utah
B-100	U.S. Highway 89	Sevier	Utah
B-105	U.S. Highway 89	Marysvale	Utah
B-111	U.S. Highway 89	Alunite	Utah
B-120	State Highway 153	Junction	Utah
B-158	U.S. Highway 91	Paragonah	Utah
B-177	State Highway 130	Cedar City	Utah
B-180	State Highway 19	Cedar City	Utah

1/ Rounded to the nearest mile.

TABLE 8

ALTERNATIVE B, SANPETE VALLEY ALTERNATIVE: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
B-10	Denver and Rio Grande Western	Fairview	Utah
B-15	Denver and Rio Grande Western	Mountain Pleasant	Utah
B-26	Denver and Rio Grande Western	Ephrain	Utah
B-40	Denver and Rio Grande Western	Manti	Utah
B-84	Denver and Rio Grande Western	Austin	Utah
B-186	Union Pacific	Cedar City	Utah

1/ Rounded to the nearest mile.

Alternative C, Central Nevada Alternative

A minimum of 23 paved roads and 9 railroad rights-of-way would be crossed by the Central Nevada Alternative. No interstate highways would be crossed. However, two potential problem areas would exist; 1) near Ely, Nevada, where the alternative pipeline route would cross U.S. Highway 6 and U.S. Highway 93/50 six times within a 25-mile stretch of roadway, and 2) in Owens Valley, California where the alternative pipeline route would cross U.S. Highway 395 six times within a 76-mile long segment (see table 9). U.S. Highway 6 and U.S. Highway 93/50 provide the main east-west transportation routes across west central Utah and central Nevada. U.S. Highway 395 is the main north-south transportation route along the east Sierra Mountains.

The mainline track of the Union Pacific Railroad in Utah would be crossed twice; the Southern Pacific, six times in California; and the Atchison, Topeka, and Santa Fe, once in California (see table 10 for specific locations).

No other known pipeline systems would be crossed. However, two electrical power transmission systems would be crossed by the Central Nevada Alternative.

TABLE 9

ALTERNATIVE C, CENTRAL NEVADA ALTERNATIVE PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
C-D-1	U.S. Highway 91	Nephi	Utah
C-D-7	State Highway 132	Nephi	Utah
C-D-30	U.S. Highways 6 and 50	Lynndyl	Utah
C-176	U.S. Highways 93 and 50	Ely	Nevada
C-178	U.S. Highways 93 and 50	Ely	Nevada
C-196	U.S. Highways 93 and 50	Ely	Nevada
C-198	U.S. Highway 6	Ely	Nevada
C-199	U.S. Highway 6	Ely	Nevada
C-201	U.S. Highway 6	Ely	Nevada
C-243	State Highway 20	Currant	Nevada
C-339	U.S. Highway 6	Tonopah	Nevada
C-358	U.S. Highway 95	Tonopah	Nevada
C-421	U.S. Highway 6	Basalt	Nevada
C-422	U.S. Highway 6	Basalt	Nevada
C-479	State Highway 168	Big Pine	California
C-540	U.S. Highway 395	Olancha	California
C-550	U.S. Highway 395	Olancha	California
C-556	U.S. Highway 395	Olancha	California
C-570	U.S. Highway 395	Olancha	California
C-584	U.S. Highway 395	Ridgecrest	California
C-616	U.S. Highway 395	Ridgecrest	California
C-636	State Highway 58	Kramer Junction	California
C-660	U.S. Highway 395	Adelama	California

1/ Rounded to the nearest mile.

TABLE 10

ALTERNATIVE C, CENTRAL NEVADA ALTERNATIVE: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
C-D-1	Union Pacific	Nephi	Utah
C-D-30	Union Pacific	Lynndyl	Utah
C-526	Southern Pacific	Lone Pine	California
C-538	Southern Pacific	Olancha	California
C-561	Southern Pacific	Olancha	California
C-563	Southern Pacific	Olancha	California
C-565	Southern Pacific	Olancha	California
C-604	Southern Pacific	Ridgecrest	California
C-636	Atchison, Topeka, and Santa Fe	Kramer Junction	California

1/ Rounded to the nearest mile.

Alternative D, Sevier-Escalante Desert Alternative

A minimum of seven paved roads and four railroad rights-of-way would be crossed by this alternative pipeline route. No interstate highways would be crossed (see table 11 for locations).

The alternative route would basically parallel the Union Pacific Railroad right-of-way from Lynndyl to Lund, Utah. However, the mainline track would have to be crossed four times (table 12 lists specific locations).

One other known pipeline system and two electrical power transmission systems would be crossed by the proposed Sevier-Escalante Desert Alternative.

Alternative E, West Salt Lake Alternative

A minimum of 17 paved roads and 4 railroad rights-of-way would be crossed by this alternative pipeine route. Interstate 15 would be crossed near Tremonton, Utah, and Interstate 80 would be crossed near Knolls, Utah (see table 13 for specific locations).

Construction on the State Highway 36 right-of-way (Emigration Canyon Road) between Montpelier, Idaho to the east, and Preston,

Idaho to the west, would follow basically an east-west alignment through the Caribou National Forest. The road provides access to the forest which, inturn, provides timber products, forest recreation, and range activities. State Highway 36 has several curves and follows the Williams and Strawberry Canyons west of Emigration Pass.

TABLE 11

ALTERNATIVE D, SEVIER-ESCALANTE DESERT ALTERNATIVE: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
C-D-1	U.S. Highway 91	Nephi	Utah
C-D-7	State Highway 132	Nephi	Utah
C-D-30	U.S. Highways 6 and 50	Lynndly	Utah
D-42	U.S. Highways 6 and 50	Delta	Utah
D-46	State Highway 125	Delta	Utah
D-125	State Highway 21	Milford	Utah
D-160	State Highway 19	Lund	Utah

1/ Rounded to the nearest mile.

TABLE 12

ALTERNATIVE D, SEVIER-ESCALANTE DESERT ALTERNATIVE: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
C-D-1	Union Pacific	Nephi	Utah
C-D-30	Union Pacific	Lynndyl	Utah
D-53	Union Pacific	Delta	Utah
D-160	Union Pacific	Lund	Utah

1/ Rounded to the nearest mile.

TABLE 13

ALTERNATIVE E, WEST SALT LAKE ALTERNATIVE: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
E-2	U.S. Highway 89	Lanark	Idaho
E-18	State Highway 36	Emigration Canyon	Idaho
E-39	State Highway 34	Preston	Idaho
E-41	U.S. Highway 91	Preston	Idaho
E-54	State Highway 61	Cornich	Utah
E-58	State Highway 23	Trenton	Utah
E-63	State Highway 23	Clarkston	Utah
E-70	U.S. Highway 191	Plymouth	Utah
E-82	Interstate 15	Tremonton	Utah
E-93	State Highway 83	Bothwell	Utah
E-216	Interstate 80	Knolls	Utah
E-272	State Highway 199	Dugway	Utah
E-274	State Highway 199	Dugway	Utah
E-334	U.S. Highways 6 and 50	Delta	Utah
E-336	State Highway 125	Delta	Utah
E-354	State Highway 26	Greenwood	Utah
E-363	State Highway 110	Fillmore	Utah

1/ Rounded to the nearest mile.

The alternative would cross four railroad mainline tracks. These tracks include those of the Union Pacific (twice), the Southern Pacific (once), and the Western Pacific (once) Railroads (see table 14 for specific locations).

Several electrical power transmission systems would be crossed by this alternative route. These power transmission systems, located in southeast Idaho and crossing State Highway 36 include: 1) two parallel power lines approximately 4 miles west of Montpelier, the 345 Kv Bridger-Borah line and the 345 Kv Bridger-Kinport line; 2) two parallel power lines approximately 4 miles west of Montpelier, the 69 Kv Ovid-Kemmerer line, and the 46 Kv Graca-Lifton line; 3) Utah Power and Light's 138 KV Oneida-Ovid line which crosses State Highway 36 2 miles west of Liberty within Williams Canyon; 4) the 230 Kv Naughten-Treasureton line east of Riverdale; 5) two 46 Kv Preston-Twin Lake lines south of Riverdale; and 6) one 46 Kv line west of Preston.

No other known pipeline systems would be crossed by this alternative pipeline route.

TABLE 14

ALTERNATIVE E, WEST SALT LAKE ALTERNATIVE: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
E-58	Union Pacific	Trenton	Utah
E-70	Union Pacific	Plymouth	Utah
E-170	Southern Pacific	Salt Lake Desert	Utah
E-216	Western Pacific	Knolls	Utah

1/ Rounded to the nearest mile.

Alternative F, Provo Canyon Alternative

A minimum of 11 paved roads and 9 railroad rights-of-way would be crossed by the Provo Canyon Alternative (see tables 15 and 16 for appropriate locations).

The alternative would basically parallel both sides of U.S. Highway 189 and could be within the highway right-of-way. In early 1982, the Utah Department of Transportation (DOT), in conjunction with the Federal Highways Administration, plans to expand this highway from two lanes to three lanes in portions of the Provo Canyon. Installation of the 36-inch gas line could possibly be coordinated with the Utah DOT highway expansion project to reduce impact to the traveling public.

Traffic use information (Utah DOT) indicates that peak use of U.S. Highway 189 occurs from June to October and on weekends (Friday through Sunday). The proposed construction would take place during the peak summer season (for further traffic data on U.S. Highway 189, see appendix A).

Of the nine mainline railroads tracks that would be crossed, four are Denver and Rio Grande Western's; three, Union Pacific; one, Salt Lake Garelegh and Western; and one, Western Pacific. All of these crossings would be outside Provo Canyon.

No other known pipeline systems or electrical power transmission systems would be crossed by this alternative, except a 345-Kv electrical power line operated by the Utah Power and Light Company which is located from Spanish Fork Canyon to Camp Williams.

TABLE 15

ALTERNATIVE F, PROVO CANYON ALTERNATIVE: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
F-7	U.S. Highway 40 and 189	Heber City	Utah
F-23	U.S. Highway 189	Provo	Utah
F-41	State Highway 74	Alpine	Utah
F-48	U.S. Highways 91 and 50	Lehi	Utah
F-50	State Highway 68	Lehi	Utah
F-52	State Highway 73	Lehi	Utah
F-83	State Highway 36	Magna	Utah
F-85	State Highway 171	Hunter	Utah
F-100	State Highway 48	Hunter	Utah
F-106	State Highway 111	Herriman	Utah
F-110	State Highway 132	Nephi	Utah

1/ Rounded to the nearest mile.

TABLE 16

ALTERNATIVE F, PROVO CANYON ALTERNATIVE: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
F-14	Denver and Rio Grande Western	Heber City	Utah
F-48	Union Pacific	Lehi	Utah
F-48	Denver and Rio Grande Western	Lehi	Utah
F-80	Salt Lake, Garelegh, & Western	Magna	Utah
F-81	Western Pacific	Magna	Utah
F-81	Union Pacific	Magna	Utah
F-86	Denver and Rio Grande Western	Hunter	Utah
F-101	Denver and Rio Grande Western	Herriman	Utah
F-115	Union Pacific	Yuba Dam	Utah

1/ Rounded to the nearest mile.

Variations

Variation 1, Strawberry Reservoir Variation

This variation would cross under two paved roadways in Utah; U.S. Highway 40 near Soldier Springs and the East Shore Road of Strawberry Reservoir. U.S. Highway 40 is considered the main transportation access route into the Strawberry Reservoir Recreation area from Salt Lake City, Provo, and Heber City and various other small towns and communities in Utah (see table 17 for locations).

No other known pipeline systems or electrical power transmission systems would be crossed by the Strawberry Reservoir Variation.

Variation 2, Thistle Creek Variation

This variation would cross U.S. Highway 6/89 twice within a 9-mile segment of the highway (see table 18 for locations). The Denver and Rio Grande Western railroad right-of-way would be crossed three times within a 24-mile segment (see table 19 for these locations). The entire variation would follow the highway right-of-way in a tightly shaped "V" canyon.

No other known pipeline systems or electrical power transmission systems would be crossed by the Thistle Creek Variation.

TABLE 17

VARIATION 1, STRAWBERRY RESERVOIR VARIATION: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
VI-11	U.S. Highway 40	Soldier Springs	Utah
VI-13	Strawberry Reservoir	Soldier Springs	Utah

1/ Rounded to the nearest mile.

TABLE 18

VARIATION 2, THISTLE CREEK VARIATION: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
V2-1	U.S. Highways 6 and 89	Mill Fork	Utah
V2-10	U.S. Highways 6 and 89	Thistle	Utah

1/ Rounded to the nearest mile.

TABLE 19

VARIATION 2, THISTLE CREEK VARIATION: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
V2-1	Denver and Rio Grande Western	Mill Creek	Utah
V2-10	Denver and Rio Grande Western	Thistle	Utah
V2-24	Denver and Rio Grande Western	Indianola	Utah

1/ Rounded to the nearest mile.

Variation 3, East Las Vegas Variation

This variation would cross five paved roadways and three railroad rights-of-way (see tables 20 and 21 for specific locations). Seven of the eight paved roadway/railroad crossing points would be in the Las Vegas-Henderson, Nevada area. U.S. Highway 93 would be crossed three times within a 14-mile segment. Two Union Pacific Railroad spur tracks located northeast of Las Vegas would be crossed.

Additionally, two natural gas pipeline systems and four electrical power transmission systems originating from Boulder, Nevada, would be crossed by the pipeline variation.

Variation 4, Fort Mojave Variation

No transportation networks would be crossed or affected by the Fort Mojave Variation.

Variation 5, Mill Creek Variation

This proposed variation would cross U.S. Highway 6/50 (Spanish Fork Canyon) once and the Denver and Rio Grande Western Railroad mainline track once (see tables 22 and 23 for specific locations).

No other known pipeline systems or electrical power transmission systems would be crossed by the Mill Creek Variation.

TABLE 20

VARIATION 3, EAST LAS VEGAS VARIATION: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
V3-9	U.S. Highway 93	Las Vegas	Nevada
V3-10	U.S. Highway 93	Las Vegas	Nevada
V3-23	U.S. Highways 93, 95, and 466	Las Vegas	Nevada
V3-27	State Highway 41	Henderson	Nevada
V3-59.1	U.S. Highway 95	Searchlight	Nevada

1/ Rounded to the nearest mile.

TABLE 21

VARIATION 3, EAST LAS VEGAS VARIATION: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
V3-2	Private Spur	Las Vegas	Nevada
V3-9	Private Spur	Las Vegas	Nevada
V3-27	Union Pacific	Henderson	Nevada

1/ Rounded to the nearest mile.

TABLE 22

VARIATION 5, MILL CREEK VARIATION: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
V5-2	U.S. Highways 6 and 50	Mill Creek	Utah

1/ Rounded to the nearest mile.

TABLE 23

VARIATION 5, MILL CREEK VARIATION: RAILROAD CROSSINGS

M.P. 1/	RAILROAD	CLOSEST COMMUNITY	STATE
V5-2	Denver & Rio Grande Western	Mill Creek	Utah

1/ Rounded to the nearest mile.

Variation 6, Daniels Canyon Variation

The Daniels Canyon Variation would follow the alignment of U.S. Highway 40 for approximately 24-miles. This variation would intersect the highway approximately 3-miles southeast of Heber City and travel in a southeasterly direction along the right-of-way until crossing under it near the Strawberry Reservoir West Shore Road (FS Road 71031). U.S. Highway 40 is known as the Daniels Canyon Road by local residents. This road follows a tightly "V" shaped canyon for approximately 12 of the 24 miles.

This variation would be laid either under the roadway or along the shoulder of the highway. U.S. Highway 40 is the main east-west access road into the Strawberry Reservoir Recreation area.

Traffic use information (Utah DOT) indicates that peak use of U.S. Highway 40 occurs from June to October and on weekends (Friday through Sunday). The proposed construction of the gas line would take place during the peak summer season (for further traffic data on U.S. Highway 40, see appendix B).

U.S. Highway 40 also serves commercial state and regional transportation needs. The roadway receives an 18.4 percent annual average daily use by heavy commerical trucks such as oil tankers which transport crude oil from the Uinta Basin in eastern Utah to markets in Salt Lake City and westward (Utah DOT 1979). In other words, for every six vehicles that pass a given point on the highway, one of these vehicles is a heavy commerical truck on any given day.

The variation would also follow the alignment of the Strawberry Reservoir west shore road (see table 24).

The Fifth Water underground water tunnel (Strawberry Water Tunnel), southwest of the Strawberry Reservoir, would be crossed. Additionally, the proposed Rays Valley-Syar water pipeline, leading from Strawberry Reservoir to Rays Valley, would also be crossed by the Daniels Canyon Variation.

No other known pipeline system or electrical power transmission systems would be crossed.

TABLE 24

VARIATION 6, DANIELS CANYON VARIATION: PAVED ROAD CROSSINGS

M.P. 1/	PAVED ROAD CROSSINGS	CLOSEST COMMUNITY	STATE
V6-30	State Highway 40	Strawberry Reservoir	Utah
V6-30-36	Forest Road 71031	Strawberry Reservoir	Utah

1/ Rounded to the nearest mile.

ENVIRONMENTAL CONSEQUENCES

Proposed Action

Transportation impacts are judged to be significant if the traffic on a roadway is at a level where a further increase in traffic would cause a reduction in the level of service, such as instability of traffic flow, noticeable congestion, and/or a substantial (more than 1 hour) increase in the average travel time. This would most likely occur either in or near an urban area (i.e., Las Vegas-Henderson area), or in a remote area that receives heavy use. Increases in traffic flow which last less than 1 hour and only a few days are generally considered insignificant. Other consequences include damage to surfaces resulting from use of heavy equipment and/or excessive traffic volume.

Impacts on the existing surface transportation networks could result from activities during construction of the proposed pipeline. These impacts are of three primary types:

1. Increased traffic caused by construction work sites resulting in traffic delays, safety considerations, road surface deterioration, change in traffic flow patterns, etc.

2. Increased movement of heavy equipment and materials to the construction crossing site resulting in traffic delays, safety considerations, road surface deterioration, change in traffic flow patterns, etc.

3. Disruption of roads while the pipeline is placed under existing roadbeds resulting in traffic delays, safety considerations, road surface deterioration, change in traffic flow patterns, etc.

Because pipeline construction impacts would likely last between 5 to 30 minutes, they are considered insignificant because the traffic delays would be of short duration and would not likely cause changes in traffic flow patterns.

Road deterioration may be a problem during the construction phase of the project. However, it is not possible to identify where deterioration would occur due to such factors such as road quality, weight of construction vehicles, amount of roadway use by pipeline construction vehicles, road texture, etc. Thus, the impact of road deterioration would be contiquent on these variables and, therefore, unknown.

The operation, maintenance, and abandonment of all proposed project components are not expected to cause impacts on existing roadways. Because of the proposed placement and the means of laying the pipe, there would be no impacts on the railroad rights-of-way, other pipeline systems, or transmission systems. Each crossing would be approved by the owner of the railroad or transmission system involved, and there would be an agreement on the timing of the proposed pipeline construction activity to assure no disruptions in service.

The Northern Systems, Sanpete Valley, and Sevier-Escalante Desert Alternatives and Variations 1, 3, and 4 would have impacts similar to those of the Proposed Action.

Alternative C, Central Nevada Alternative

Some minor delays (5 to 30 minutes) would be anticipated near Ely, Nevada because the proposed route would be installed under U.S. Highway 6 and U.S. Highway 93/50 six times within a 25-mile stretch of roadway. However, this is not considered significant, because traffic delays due to construction activity would be minor (5 to 30 minutes in duration). See Proposed Action for other similar general impacts.

Alternative E, West Salt Lake Alternative

The alternative would cross the Caribou National Forest for approximately 12 miles along State Highway 36 (Emigration Canyon Road). This highway follows three steep "V" shaped canyons (Emigration, Williams, and Strawberry Canyons). The pipeline would be laid primarily within the highway right-of-way. Some traffic delays (5 to 30 minutes duration) due to construction within the highway right-of-way would be expected. The state highway department would possibly allow highway closings for only short duration (probably for no more than 30 to 60 minutes during low-use periods of the day) for blasting purposes along the canyons. These traffic delays would, again, be minor and insignificant.

Since the pipeline would basically be laid within the highway right-of-way along the shoulder of State Highway 36, construction activity would cause minor impacts to this transportation corridor between Preston and Montpelier, Idaho for up to 1 month. This time frame is based on laying approximately 1/2 mile of pipeline a day through rough terrain, from the time the first construction equipment arrives at the site, to the time the job is complete.

Installation of the proposed pipeline underneath the 17 paved roadways, 4 railroad rights-of-way, and several electrical power transmission systems as discussed in the Affected Environment section, would have no impacts. There would be no traffic delays, or goods and services disruptions.

Alternative F, Provo Canyon Alternative

Provo Canyon is approximately 10 miles in length from its mouth, extending east of Provo, Utah, to the Deer Creek Reservoir. Because of the tight configuration of the canyon, some minor impacts in normal traffic flows would likely occur during pipeline construction for approximately 4 to 6 weeks.

Slow-moving pipeline construction equipment would mean minor traffic delays (5 to 30 minutes). Increased danger of traffic accidents caused by construction activity and impatient drivers willing to pass would also be anticipated. Once construction and pipeline trenching started, certain portions of the two-lane north- and south-bound highway would be reduced to one lane. Goods and services traveling primarily between Provo and Salt Lake City, and Heber City, with points beyond, would likely be delayed, particularly during heavy weekend travel.

Recreationists destined for certain recreation areas would also experience minor delays in arrival time (5 to 30 minutes). Such time disruptions could likely occur to those individuals traveling for a weekend outing to Strawberry Reservoir, sightseeing along the canyon, visiting Bridal Veil Falls or Sundance Resort, or seeking a quality fishing experience on the Provo River, etc.

Regarding the 11 paved roads and 9 railroads rights-of-way that the pipeline would be borrowed underneath, no impacts to these transportation networks are anticipated due to pipeline construction techniques.

Variation 2, Thistle Creek Variation

See the West Salt Lake and Provo Canyon Alternatives discussions for similar general canyon impacts along U.S. Highway 6/89 (minor traffic delays).

Variation 5, Mill Creek Variation

See the West Salt Lake and Provo Canyon Alternatives discussion for general canyon impacts (Spanish Fork Canyon).

Variation 6, Daniels Canyon Variation

As previously discussed in the Affected Environment section, this variation would utilize approximately 24 miles of the U.S. Highway 40 right-of-way. Approximately 12 of the 24 miles are within Daniels Canyon.

Due to space limitations, the variation route would have to be placed either under the roadway, which would require excavation, or along the shoulder of the highway. In either case, the construction activity required for laying the pipeline would cause some minor impacts on traffic flow from 4 to 6 weeks. This time frame is based on laying approximately 1/2 mile of pipeline a day through rough terrain.

Impacts upon normal traffic flow on U.S. Highway 40 would occur due to construction activity (5 to 30 minute delays). The state highway department would possibly allow highway boring for only a short duration (probably for no more than 30 to 60 minutes during low-use periods of the day) during blasting along Daniels Canyon. Goods and sevices, such as crude oil destined for refineries in Salt Lake City, would experience some minor delays because only one lane of the Daniels Canyon Road would likely be open for both east- and west-bound traffic. This would require the stationing of flagmen, for safety purposes, to control the traffic flow during pipeline construction. Since this situation would exist for approximately 4 to 6 weeks, highway safety would be reduced to some degree.

Because the Strawberry Reservoir peak recreation use is during the summer months and the construction of the RMPP would commence in May and conclude in October, recreationists would experience some traffic delays.

The variation would also follow the alignment of the Strawberry Reservoir west shore road (Forest Road 71031) for approximately 6 miles. The west shore road is the only access route to several recreation facilities along the western shore of the reservoir. These facilities include the following: 1) the 100-unit Clarks Cove Campground, 2) the 500-unit Strawberry Bay Campground and picnic area, 3) 5 parking lot areas, with 25 parking stalls each, 4) Haws Point fishering access area containing a 100-unit parking lot, and 5) a boat camp. Because the west shore road is the only ingress and egress access route to these recreation facilities and several summer cottages, some minor traffic delays (5 to 30 minutes) would likely occur. Heavy pipeline construction vehicles and equipment would cause traffic delays during peak summertime use of the area. Safety along the curved road (Forest Road 71031) would be affected during pipeline construction activity because only one lane would likely be open. Traffic delays along the west shore road would last approximately 4 weeks in order to complete pipeline construction in this area.

No impacts would be expected in crossing of the Fifth Water (Strawberry Water Tunnel) and proposed Rays/ Syar Valleys Water tunnels.

REFERENCES CITED

U.S. Department of the Interior. 1975. The Need for a National System of Transportation and Utility Corriors. Washington D.C.

U.S. Department of Agriculture, Forest Service. October 12, 1978. Final Environmental Statement and Land Management Plan for the Bear River Planning Unit. Caribou National Forest.

Utah Department of Transportation. Traffic on Utah Highways.1979.

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APPENDIX A

Monthly/Daily Percent of Traffic Use: U.S. Highway 189

Average Monthly Percent of Use 1/		Average Daily Percent of Use 1/	
January	76.6	Sunday	110.3
February	83.7	Monday	88.3
March	79.6	Tuesday	81.9
April	75.8	Wednesday	82.2
May	87.1	Thursday	86.7
June	141.5	Friday	107.2
July	151.1	Saturday	143.5
August	141.9		
September	122.1		
October	104.2		
November	70.9		
December	65.6		

1/ Based on annual average daily traffic use of U.S. Highway 189 being 5,174.

U.S. Highway 189, Provo Canyon Road. Permanent traffic counter station located 6.1 miles northeast of Olmstead Junction on U.S. Highway 189.

Utah Department of Transportation, Traffic on Utah Highways, 1979.

APPENDIX B

Monthly/Daily Percent of Traffic Use: U.S. Highway 40

Average Monthly Percent of Use[1/]		Average Daily Percent of Use[1/]	
January	46.5	Sunday	114.0
February	53.0	Monday	86.6
March	60.4	Tuesday	78.6
April	70.5	Wednesday	82.8
May	93.1	Thursday	87.9
June	151.8	Friday	118.7
July	167.8	Saturday	131.5
August	152.9		
September	128.9		
October	135.8		
November	80.9		
December	59.0		

1/ Based on annual average daily traffic use of U.S. Highway 40 being 2,184.

U.S. Highway 40, Daniels Canyon Road. Permanent traffic counters station located 3 miles southeast of Heber City on U.S. Highway 40.

Utah Department of Transportation, Traffic on Utah Highways, 1979.

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January 27, 1981

SPECIAL PROJECTS

JAN 29 1981

RECEIVED

United States Department of Interior
Bureau of Land Management
Special Projects Staff
3rd Floor, East
555 Zang Street
Denver, Colorado 80228

Attention: George E. Detsis

Gentlemen:

Relative to the proposed Rocky Mountain Pipeline Project EIS, we submit the following:

We appreciate the opportunity to comment on the two alternatives proposed for Daniels Canyon and Provo Canyon and we will comment on each separately -

Daniels Canyon Alternate (V6)

While it is true that the Department of Transportation does allow installation of utility lines within the highway right-of-way under a license agreement and an encroachment permit the size of the pipeline mentioned (36 inch) and the hazardous nature of the conveyed fluid does present some very unusual circumstances. We not only would want the line as far from the traffic lanes as possible to eliminate unnecessary conflict with traffic but, also, we would want the separation to remove a potential hazard from the proximity of the traveling public.

Since the roadway through Daniels Canyon required some solid rock excavations similar geologic formations would be encountered with their associated construction problems in the pipeline construction. Other cuts for the highway have proven to be somewhat unstable and sluffing has been a problem in some areas.

The canyon itself is quite narrow and many environmental problems have been mentioned as we have studied and constructed highway projects. These have included impact on the stream (Daniels Creek), increased erosion due to exposed soils, destruction of vegetation and impacts on wildlife. An additional utility line can do nothing but increase the impacts on these items. Several fault lines are also involved in the canyon.

Since US-40 is the only major link to the Uintah Basin, it is highly unlikely that the highway could be closed during construction of the pipeline. Closing of the highway would, therefore, be restricted to short durations while blasting is being conducted or other hazardous operations.

Provo Canyon Alternate (F)

Having just completed an EIS relative to highway construction from Utah Valley and Heber Valley (FHWA-UT-EIS-76-02-F), we are very much aware of the environmental concerns in this canyon. In addition to being environmentally sensitive, it is heavily used by utilities as well as transportation facilities.

Besides our highway facility (which is scheduled for reconstruction in 1982), there are three major aqueducts, a recreation-oriented railroad, a proposed sewer line and several developed parks along the Provo River.

As mentioned previously (Daniels Canyon Alternate), we do allow utilities to be placed within our right-of-way. However, with the number of major utilities already existing within the canyon, the placement of a new line will be difficult. Our recommendation would be to locate the pipeline along the old railroad bed, a portion of which is presently utilized by the Heber Creeper, a scenic railroad.

Similar geologic problems, as Daniels Canyon, would be encountered but even to a greater degress as far as fault lines and solid rock excavation. The involvement with Provo River and its riparian vegetation will also be very sensitive. The crossings of the river could cause some polution problems as well as an impact on the fishery.

Some reaches of the Salt Lake Aqueduct and the Provo City Water Line are in tunnel sections through solid rock and could be seriously disturbed by any major blasting operations in the near proximity.

Traffic could not be blocked from using the canyon except for short durations of daily construction activities. Several small communities in the canyon as well as commuters from Heber Valley and commercial trucks depend on this route being open.

We hope this will help you in your evaluation of the alternatives.

Sincerely,

Jim West

JIM WEST, P. E.
District Director

JW/JSH:ch

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DSC. 1279-3 (May, 1975)

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